

BAYOU STATE AVIATION NEWS

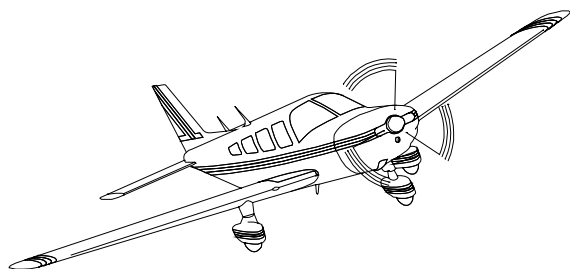


SW03-FS-11

VOLUME 5-1

January-June 2001

Aviation Information for Louisiana



Second Annual KIDS' DAY

By M. Kay Fulkerson

On April 26, 2001, the Baton Rouge Flight Standards District Office and the Air Traffic Control Tower hosted the

Second Annual Kids' Day 2001. Support from everyone on the airport helped make this a success with over 1,000 boys and girls attending.

Our experience proves that an event of this size can be safe, fun and educational for all concerned. The parents and teachers were involved, with interest in aviation written all over their faces.

Thirty years ago a young boy or girl could go to the local airport with their parents and look at all of the airplanes without the restrictions of airport security. (The thought of crossing that imaginary line and its repercussions gives one goose bumps.) We must spark the interest in airplanes in the young. About the only way we can do

that in this date in time is to open up our airport and let the children come in and touch and look at an aircraft.

Three years ago the Baton Rouge Flight Standards District Office started with an open house. Everyone asked, "Where are the airplanes?" What is the FAA with no airplanes. That got the manager thinking, so she decided to get the entire airport involved, not only the FAA. Well last year Kids' Day was well received by the general public. The manager felt that if we can encourage even a few young people to get involved in aviation, we have a chance of forming new pilots and mechanics for the airlines.

This year the local Experimental Aircraft Association, Chapter 244, conducted 114 Young Eagle flights that allowed children to get to fly in a real airplane. Most pilots were exposed to airplanes in a similar manner. The local balloon club gave over 110 tethered hot air balloon rides giving the young a feel of what it is like to hover above the trees without wings.

Pedal cars were provided for the very young. A 60 foot race track was marked inside of a local hangar. Even kindergarten kids like to see airplanes, but are too small to fly, but they too can have fun at the airport. In a couple of years they will be old enough to take their first flight with the Experimental Aircraft Association.

Forty-two aircraft were on static display or flew during the event. The kids were able to sit in the airplanes and helicopters and hold the controls, even the military aircraft. The smell of

aviation fuel and the feel and the touch of an aircraft can be very addictive.

Four large model airplanes were on static display including the famous Piper J-3 Cub and the P-51 Mustang. Even the model airplane clubs are not what they were a few years ago. Now you must be a member, even to go out to the flying club and watch the model airplanes fly. The model airplane pilots allowed the young boys and girls to get a first hand look at a miniature airplane and find out how they fly.

Sixty-five individuals toured the Air Traffic Control Tower in about a six hour period of time. The tower is another way to get involved in a very rewarding career in aviation. Airplanes can't fly without the professionals on the ground.

It took thirty-one exhibitors, twenty-seven contributors, five volunteers, twenty-two FAA administration and safety inspectors, and ten Air Traffic controllers to make the day a success. This does not count the parents and teachers and kids. We planned the event during a school week; thereby, allowing the school kids to make this a field trip. If the truth were really known, the teachers were as excited as the children. We need teachers that can teach aviation in the classrooms. They must have the love for aviation in order to be a good aviation teacher.

One of our local aviation medical examiners talked about aviation medicine and how it relates to the pilot. He explained even the simple body functions and how it reacts when the pilot is in an airplane. A local pilot examiner who is also a high school teacher explained what makes an

airplane fly. He made physics simple and interesting.

Inspector Mike Chapman demonstrated the night vision goggles that he uses in the Army National Guard. Over sixty kids saw first hand how the military flies safely at night by trying the goggles in a very dark room.

Inspector Mary Donahue demonstrated to 60 kids just how an airplane flies. It made it fun for all ages.

The day was not only fun but educational. Even the older pilots that attended said that they did not know some of the information that was explained. It just goes to show that we are never too old to learn when it comes to aviation.

The contributors supplied food, cold drinks, and door prizes for everyone that attended. The temperature was a mild 75 degrees with not a cloud in the sky. The wind was very light. A perfect day for such an event.

Our goal was to create interest in aviation and encourage the young to follow a career path in aviation. Their support greatly contributed to Kids' Day 2001, and we look forward to future events with even greater public interest.

Everyone talks about how much it costs to fly. Have things really changed in year 2001? Not at all, in fact one works less hours to get flight lessons.

In the 1950's a student could take flying lessons for about \$11.50 per hour. The high school student at that time was making about \$.75 per hour working in the local grocery store. This amounted

to working about 15.3 hours for one hour dual flying time.

Now in the year 2001 a student can take a flying lesson for about \$50.00 per hour. It sounds like a lot of money, but look what the high school kids are making after work. At least \$5.00 per hour would sound about right. At that rate it would take 10 hours of work in the part time job to have enough money to fly for a one hour period of dual flying time.

It amounts to the young kids in the year 2001 work 5.3 hours less to get one dual flight lesson.

What is more important, a new car or learning to fly? When they say it costs too much, does it really?

We hope by having Kids' Day we have encouraged some young boy or girl to become a pilot or mechanic or controller. The shortage of airmen is not next week, not next year, but now.

If you own an airplane, take a young friend for a ride. That ride may be all it takes for the starting of a new aviation career.



AVIATION MAINTENANCE TECHNICIAN AWARD



For more information call:
BRIAN CAPONE
(225) 358-6826



LOUISIANA ULTRALIGHT/LIGHTPLANE SAFETY SEMINAR



On January 20, the Baton Rouge FSDO, in conjunction with the Louisiana Department of Transportation and Development, conducted the first Louisiana Ultralight/Lightplane Safety Seminar.

The topics included the proposed new rules for ultralights, the effects of disorientation

while flying, controlled airspace including runway incursions, how to check aviation weather, and the wings program.

Eighty-one ultralight pilots attended the meeting. Three fatal ultralight accidents during the past few months started the Safety Seminar in motion. Everyone wanted a follow-up Safety Seminar on other topics. All pilots stated, "We are asking for help, we want to be safe."



PILOT PROFICIENCY WINGS AWARD



For more information call:
M. Kay Fulkerson
(225) 358-6811



THE LIGHTER NOTE



***What do you call a rabbit
with fleas?***

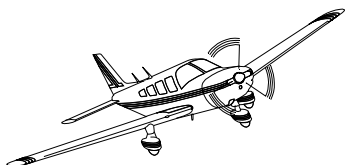
Bugs Bunny

AVIATION SAFETY

EDUCATION SEMINAR

OPERATION RAINCHECK
THIS IS A PROGRAM YOU CAN
TELL YOUR FRIENDS ABOUT

BATON ROUGE, LA
(RYAN FIELD PAI AERO hangar)
August 1, 2001
7 p.m. until 9 p.m.



LISTEN TO THE
TOWER AND SEE THE
AIRPORT SIGNS &
MARKINGS FIRSTHAND
AS THE PILOT WOULD
SEE THEM



PILOT COURTESY **EVALUATION (PACE)** **PROGRAM**

The pace program is open to both
airplane and helicopter pilots.

Call: Kay Fulkerson (225) 358-6811

Or Brian Capone (225) 358-6826

Bayou 1.5

TELEPHONE NUMBERS

BTR FSDO FAA

(225) 358-6800

1-800-821-1960

Fax No. (225) 358-6875

Internet Address:

<http://www.faa.gov/fsdo/btr>

MAILING ADDRESS **BTR FSDO FAA**

Federal Aviation Administration
Baton Rouge Flight Standards District
Office
9191 Plank Road
Baton Rouge, Louisiana 70811

BAYOU STATE AVIATION NEWS is
published every six months by the FAA,
Baton Rouge Flight Standards District
Office. Articles and story ideas may be
submitted to the above FSDO address.

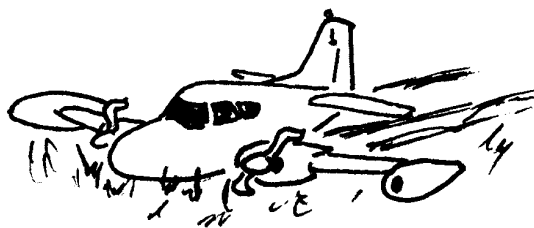
Aviation Safety Program Managers

Kay Fulkerson, Operations

(225) 358-6811

Brian Capone, Maintenance

(225) 358-6826



FLY SAFE

Baton Rouge

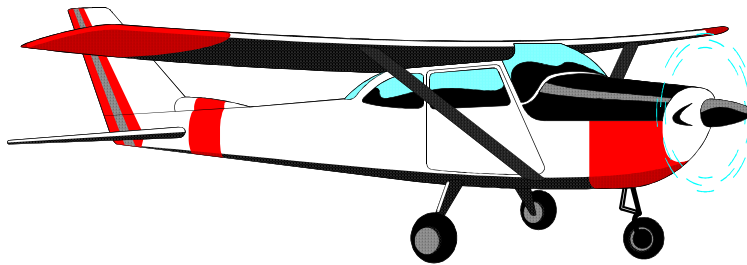


Louisiana

OFFICE *STAFF* ROSTER BTR FSDO FAA

NAME	TITLE	DIRECT TELEPHONE
Baton Rouge Flight Standards District Office		(225) 358-6800
		1-800-821-1960
		FAX (225) 358-6875
BTR FSDO Home Page		http://www.faa.gov/fsdo/btr
BTR FSDO Internet Address	9.ASW.BTR.FSDO@mail.hq.faa.gov	
Sheryl Hammans	Office Manager-----	(225) 358-6810
Ruby Marrioneaux	Administrative Officer	(225) 358-6809
Faye Agee	Administrative Technician	(225) 358-6806
Greta Gonzales	Computer Specialist	(225) 358-6808
Kay Fulkerson	Safety Program Manager-----	(225) 358-6811
Dave Smith	Supervisor, CMU-----	
	----- (225) 358-6844	
Cathie Moody	Aviation Safety Assistant	(225) 358-6805
Mike Chapman	Operations (Principal A/L)	(225) 358-6846
Dennis Day	Operations (Principal PHI)	(225) 358-6812
Kelly Teague	Operations (Assistant PHI)	(225) 358-6816
Lamont Williford	Operations (Assistant A/L)	(225) 358-6847
Laurel Johnson	Maintenance (Principal A/L)	(225) 358-6843
Lew Smith	Maintenance (Principal PHI)	(225) 358-6845
Ed Bush	Maintenance (Assistant PHI)	(225) 358-6822
Brian Capone	Maintenance (Assistant PHI)	(225) 358-6826
Ron Folks	Avionics	(225) 358-6830
Paul Keesler	Avionics	(225) 358-6834
Michael Harris	Supervisor, C & S-----	(225) 358-6833
Kim Pourciau	Aviation Safety Assistant	(225) 358-6812
Lisa Cotham	Aviation Safety Technician	(225) 358-6818
James Bowling	Operations	(225) 358-6824
Jim Hattaway	Operations (Metro, Chev, Indust)	(225) 358-6832
Mary Donahue	Operations	(225) 358-6887
Clyde O'Neill	Operations	(225) 358-6814
Tony Michelli	Operations (Geographic)	(225) 358-6817
Wally Goodland	Maintenance (Geographic)	(225) 358-6842
Lillard Bruce	Maintenance	(225) 358-6840
Jim Coppit	Maintenance (Metro, Chev, Indust)	(225) 358-6825
Mark Evans	Maintenance	(225) 358-6820
Richard Gordon	Maintenance	(225) 358-6815
Keith Patterson	Avionics	(225) 358-6864
AIRMAN CERTIFICATION OKC		(405) 954-3261
AIRCRAFT CERTIFICATION OKC		(405) 954-3116
DE RIDDER FSS		1-800-WX-BRIEF

PILOT & AIRCRAFT COURTESY EVALUATION (PACE) PROGRAM



PACE ----- OFFERS GENERAL AVIATION PILOTS A VOLUNTARY OPPORTUNITY TO RECEIVE COURTESY EVALUATIONS OF THEIR PILOT SKILLS AND THE AIRCRAFT'S AIRWORTHINESS, THEREBY IMPROVING OVERALL LEVELS OF SAFETY.

PILOTS VOLUNTARILY PARTICIPATE IN THESE EVALUATIONS AND NO PUNITIVE ACTIONS BY THE FEDERAL AVIATION ADMINISTRATION (FAA) WILL RESULT.

FOR YOUR SAFETY, GIVE THE FAA AN OPPORTUNITY TO IDENTIFY POTENTIAL DEFICIENCIES IN AIRCRAFT AND FLYING SKILLS THAT MIGHT OTHERWISE GO UNNOTICED.

PILOT COURTESY EVALUATION (PACE) PROGRAM

**The pace program is open to both airplane and helicopter pilots.
for more information call:**

Aviation Safety Program Managers

Kay Fulkerson, Operations (225) 358-6811

Brian Capone, Maintenance (225) 358-6826

